

**PUBLIC PATHS—REGENT'S PARK.**—I have just received your publication for this week, in which I find some remarks upon the stopping of public paths, and encroachments on public property, and I am of opinion that your correspondent has been very moderate in his complaints. When a boy, I was in the constant habit of walking round the outside of the fences of the Regent's Park, when the hares had the privilege of running through the plantations inside; but from the strenuous exertions of Mr. Home and others, the gates were opened to the public. Many thanks to them, say we, and they would have done well to have kept their eyes on so great an object, with a view to keep it from being again taken from us. I could name many beautiful crops that have been gathered within the inclosures, and here beg to enumerate a few of them. About the year 1824, a small portion was allotted to the Zoological Society for exhibiting their collections, &c.; now I should say about twelve times the extent: the same with the Botanical Society. In or about 1832, a crop off for a house for Mr. Holford; since which time, and I believe very recently, the iron fences have taken a flight to a very considerable distance further from this, and a house not far from it, which I believe is called Hartford House, taking in ground, at a rough calculation, I should think, of ten or twelve acres. Surely there must be something wrong about this, and I am induced to call attention to it, fearing that some foggy night these fences may take another leap, and we lose for ever the opportunity of making a foot entrance into this part of the park, which is so much needed.—**A SUBSCRIBER.**

**IRON PAVEMENT.**—We some short time since noticed an experiment which had just been made at Glasgow under a new patent by Mr. Allan, of Spring Bank Iron Works. The pavement laid down has now had a trial of several weeks' duration, and the result is reported by the *North British Daily Mail* to be favourable to its adoption in the place of granite pavement, on the score of first cost at least, and of adaptation to its purposes, if not also of durability, which has not yet been sufficiently tested. It is grooved in zigzags, and thus prevents the horses' feet from slipping. As it must wear much faster, however, than those slipping traps in sloppy weather or in frost—the iron shot-bore covers to coal-cellars on our metropolitan pavements,—and as it must inevitably require replacement so soon as the grooves are nearly obliterated, which they so often are in the instance just adduced, the question of relative cost remains to be settled by the horses' shoe irons. Its absolute prime cost is actually less than that of granite, according to the *Mail*, which states that, while the cost of the latter in Glasgow is from 8s. to 9s., and in London from 12s. 6d. to 14s. 6d. a square yard, that of the former in Glasgow is only 7s. 6d. to 8s. 6d., according to thickness. There was some fear of the influence of frost in rendering the iron pavement too brittle for heavy traffic; but it has already withstood the force of some pretty strong frost, and every day hundreds of tons of coal, iron, &c., pass over it, besides omnibuses, carriages, carts, &c., and as yet not the least appearance of yielding or failing is said to be visible. The plates are rebatted on the edges, and mutually support each other, and the joints are so close that no oozing of dust or mud appears. The substratum is of lime and sand. The noise is said to be much less than on granite, and the footing more secure.

**LANDING PLACE FOR MAROATS.**—In consequence of the damage sustained by the present landing-place, from the gale of the 4th of November, the directors of the pier and harbour have decided on calling for plans for a new landing-place: it is proposed that the length should be about 1,400 feet, and the width about 25 feet, and that the cost of the works shall not exceed 12,000l. The directors also ask for plans on a more extended scale, by which greater protection shall be afforded to shipping. The cost of this work is not to exceed 15,000l. A correspondent expresses a doubt as to the honest intentions of the directors, as they have already a plan before them.

#### STREET RAILWAY FOR HORSE-TRAINS.

—A new project has been started whereby it is proposed not only to centralise the metropolitan railway traffic, but also that of the omnibuses, in such a way as to virtually clear the streets from much confused and conflicting traffic, while, at the same time, affording increased accommodation to the public. This project contemplates simply the laying down of lines of rail flush with the streets, to radiate from the centre of the metropolis through all the principal lines of thoroughfare, and of course to all the railway stations, the gauge being the ordinary one suitable to railway carriages, by a modification in the construction of which it is proposed to adapt them also for street traffic when detached one by one, and driven off by horses from each station towards the centre, stations being set down at least every quarter of a mile along the course. As represented by the engineer, Mr. Thomas Wright, of George-yard, Lombard-street, a railway centralisation would thus be obtained at the smallest possible cost, and with the utmost possible safety, and without the slightest destruction of property, or alteration of streets, except in the laying down of two lines of rails near the kerb-stones, on each side, the rails to be, so far, common property, or used or crossed by all sorts of vehicles, at all times, except while the trains are passing. In support of the practicability of this scheme, the engineer points attention to the fact that the system projected already exists in several American cities, such as New York, Philadelphia, and Baltimore, where it is found to be not only practicable, but immensely useful.

**THE ORIGIN OF THE INTERNATIONAL EXHIBITION.**—Mr. S. C. Hall, the editor of the *Ari-Journal*, has thought it due to himself, without disparagement to any one else, to give, in his excellent journal, an account of his endeavours, since 1844, to "originate" a movement in favour of "An Exposition of British Industrial Art," which endeavour he regards as the primitive basis on which Prince Albert's grand idea of *An International Exhibition* may be said to have stood. "It will be observed," says Mr. Hall, "that I never at any time contemplated an International Exhibition: this plan originated in the large mind and enlightened policy of his Royal Highness Prince Albert; but I humbly think it will be seen that, as between some who have been named and me, there is no question as to who was the 'originator' of a Great Exhibition of Industrial Art in the British metropolis. There can be little doubt, however, that the idea must have occurred to many others: the example of France was sure, sooner or later, to be imitated in this country: and year after year brought us nearer to a position in which competition, being no longer dangerous, was not to be avoided."

**ALPINE BLASTING.**—Galignani reports a gigantic engineering operation near Welschmatz, in the Italian Tyrol. Stone being required for the construction of viaducts and bridges for a railway, it was resolved to use a rock 360 feet high and 85 wide, which rose like a wall. In two places only it was connected with the chain of Alps. First of all, it was entirely separated from the mountain, an operation which occupied 600 workmen for some time: seven or eight large openings were then effected at the base, so that the mass was supported on columns, and then trains of gunpowder were placed in each opening. Fire was set to the train, and in 11 minutes the mass came down with a frightful explosion. The fall shook the earth for a distance of nearly 2 leagues, and the pieces of rock spread over nearly 10 acres.

**NEW WESTMINSTER BRIDGES.**—Westminster-bridge, you say, is going to be rebuilt, and the Commissioners seem to think the bed of the river will play them tricks again. Why don't they be independent, and span the river with a single arch? I do not see any difficulty after the Thames Tunnel and the Tubular-bridge. At any rate throw out the suggestion, and some adventurous engineer will be found to make such a working plan before Christmas arrives.—**ADVANCE.**

**ANSWER TO G. E. G.'s QUESTION.**—The following is the solution of the algebraical question of G. E. G.:— $6 \times (a^2 + 4a^2 - 3a^2 - 16a^2 + 11a^2 + 12a^2 - 9)$  divided by  $6a^2 + 20a^2 - 12a^2 - 44a^2 + 22a^2 + 12$ , gives a remainder  $4a^2 - 6a^2 - 48a^2 + 44a^2 + 60a - 54$ . Call these expressions P, Q, and R respectively. Then  $24$  divided by  $3R$ , gives remainder  $5a^2 + 120a^2 - 228a^2 - 136a + 186$ . Call this S. Then  $29 \times 3R$ , divided by S, gives remainder,  $440a^2 + 672a^2 - 1968a^2 + 160a + 696$ . Call this V. Then  $55 \times 4S$ , divided by  $29 \times 4V$ , gives remainder  $864a^2 + 864a^2 - 864 \times 4a + 864 \times 3$ , which being divided by  $864$ , gives  $a^2 + a^2 - 4a + 3$  as the "greatest common measure" of the quantities P and Q. The letters P, Q, &c., have only been used in the above in order to save space, and would not be used in working out the question, which is done by the ordinary rule for finding the greatest common measure, which has been followed in the above, the multipliers being introduced in order to make the work easier, and to save the introduction of fractions.—**E. W.**

**SURVEY OF CHRISTCHURCH, BLACK-FRIARS.**—At a meeting of the Board of Guardians of St. Saviour's Union, specially convened, held on the 10th, to receive tenders for the survey of the above parish, Mr. Paine's tender was accepted. The parish contains 1,500 houses, and the survey is to be completed within two months.

**TENDERS FOR IRONWORK.**—Tenders were sent the other day for fifty lamp-posts required by the trustees for improving the hamlet of Mile End. The price named by one leading firm was 14l. 12s. 6d. per ton, including the wrought-iron work, equal to 2l. 11s. 2d. per post. The tender accepted was 6l. 12s. 6d., equal to 1l. 3s. 2d. per post. There were seven parties: the other figures I do not know. I have had prices from three firms in different parts of the country: one quoted 2l. 15s., and another 2l. 18s. 6d. per post, weighing 3½ cwt.; the first equal to 15l. 14s. per ton, and the other 16l. 14s. 3d. per ton. A strange system this.—**A. B.**

**ARCHITECTURAL PUBLICATION SOCIETY'S CYCLOPEDIA.**—The importance of rendering "The Cyclopædia of Architecture," now in course of preparation by this Society, as perfect as possible, must be sufficiently evident to make apology unnecessary for requesting a short space in the columns of *THE BUILDER* for the following suggestion: viz., to affix the correct pronunciation to every term in italics, in the same way as Walker has done in his edition of Johnson's Dictionary, with references, giving the sound of the vowels. It appears to the writer that the value of the work would be by this means materially increased to the young student.—**A. STUBBS.**

**ROYAL ACADEMY ARCHITECTURAL MEDALS.**—The Royal Academy gold medal for the best design for a marine palace, was awarded on Thursday evening last to Mr. J. Robinson. For drawings of the tower of Bow Church, the first silver medal was given to Mr. J. T. Christopher; the second silver medal to Mr. Rowley; and the third silver medal to Mr. H. Seall. We congratulate these three gentlemen upon not having broken their necks. It seemed almost too bad to make them risk their lives in measuring the grasshopper on the lofty steeple of Bow.

**THE KON-I-KOOR.**—Messrs. Hart and Sons are selling a capital model of this great diamond, fitted up exactly like the original, which, whether impostor or not, certainly had more eyes upon it than any other single object in the Great Exhibition. The model is a nice present in memoriam.

**BELFAST WORKING CLASS ASSOCIATION.**—A lecture on "The Connection between Religion and Industry," in aid of the library fund of the Working Class Association of Belfast, was recently delivered in the Music Hall by the Rev. Dr. Henry, President of the Queen's College, Belfast. The Bishop of Down took the chair, and spoke on the importance and utility of associations such as the one whose interests they had met to promote.